

PUBLIC WORKS AND TRANSPORTATION

Transit Services

PROGRAM:

Commuter Services

PROGRAM ELEMENT:
PROGRAM MISSION:

 To implement transportation systems that maximize commuter mobility and foster livable communities in each Transportation Policy Area^a
COMMUNITY OUTCOMES SUPPORTED:

- Reduce traffic congestion
- Encourage use of alternatives to single occupant vehicle travel
- Reduce air and noise pollution, energy consumption, wilderness and farmland encroachment
- Improve pedestrian and bicycle safety
- Enhance economic development

PROGRAM MEASURES

	FY03 ACTUAL	FY04 ACTUAL	FY05 ACTUAL	FY06 BUDGET	FY07 CE REC
Outcomes/Results:					
Employers that have adopted at least one TCM ^b	1,839	2,109	1,992	2,100	2,150
Percentage of employees who are non-drivers in AM peak period: ^c					
Bethesda Transportation Management District (TMD)	34	34	NA	34	34
Friendship Heights TMD	43	41	NA	38	38
North Bethesda TMD	26	NA	NA	25	25
Silver Spring TMD	39	47	NA	46	46
Wheaton Central Business District	20	NA	NA	12	12
Service Quality:					
Percentage of requests for service or information that:					
- Were handled courteously	99	99	99	99	99
- Were handled quickly (within 5 days)	100	100	100	100	100
Efficiency:					
Average cost per actively participating employer (\$) ^{d,f}	732	873	769	1,077	1,069
Workload/Outputs:					
Employers actively participating ^d	4,021	3,845	3,794	4,000	4,100
Carpool matchlists provided and followed up	14,140	12,836	15,676	15,000	17,000
Employer transportation plans developed	23	249	361	400	440
Fare media sold at commuter store (\$)	625,502	777,485	730,500	730,000	565,700
Employer outreach activities (total) ^e	4,507	5,004	5,390	5,500	5,600
Inputs:					
Expenditures (\$000) ^f	3,067	3,358	2,916	4,310	4,356
Workyears (positions)	13.9	14.4	15.5	15.5	15.5

Notes:

^a"Transportation Policy Area" is a generic term used to designate urbanized areas that have been the focus of County transportation demand management activities. They may range from informally identified service areas to Transportation Management Districts created by the County Council.

^bTCM stands for "Transportation Control Measure." This is a strategy that serves to lessen the demand for single occupant vehicle (SOV) use. Examples include charging for SOV parking, providing preferential parking spaces for carpools, promoting or facilitating teleworking, reducing fares for transit or parking charges for carpools, and providing bicycle or pedestrian amenities such as bike lockers or sidewalk connections. The criteria for "Employers that have adopted at least one TCM" were made more rigorous in FY05, leading to a reduction in the FY05 results and a revised projection for FY06.

^cAs measured by a survey of employers with 25+ employees. Due to revisions to the survey process, data are not available for all areas in all years.

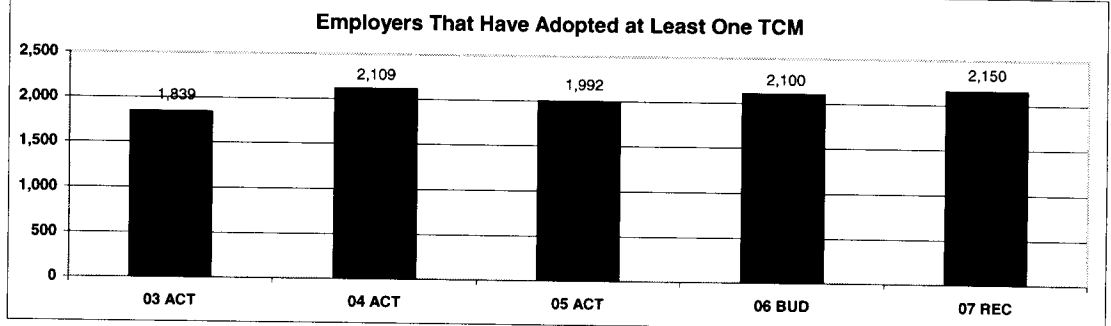
^dAs measured by the number of employers working with program staff.

^eThe employer outreach measures have been revised, so the data may not be comparable across years.

^fThe FY05 expenditure data reflect an adjustment to deduct the carryover of fare media accounts and inventory, under revised accounting requirements.

EXPLANATION:

The number of employers that have adopted at least one transportation control measure (TCM) was defined more rigorously in FY05. Nevertheless, the number has climbed from 1,750 in FY02 to 1,992 in FY05, a 14% net increase. By FY07, it is anticipated that about 2,150 County employers will have at least one TCM.



PROGRAM PARTNERS IN SUPPORT OF OUTCOMES: Local employers, civic associations, municipalities, environmental groups, transit advocacy groups; Maryland-National Capital Park and Planning Commission, Maryland Transit Administration, Maryland Department of Transportation, Metropolitan Washington Council of Governments, U.S. Environmental Protection Agency.

MAJOR RELATED PLANS AND GUIDELINES: Fare Share/Super Fare Share, Maryland Commuter Choice Tax Credit, Best Workplaces for Commuters, area master plans, Annual Growth Policy, employer traffic mitigation plans, developer traffic mitigation agreements.

PUBLIC WORKS AND TRANSPORTATION

Transit Services

PROGRAM:

Ride On

PROGRAM ELEMENT:
PROGRAM MISSION:

To provide timely, safe, efficient Ride On bus service to bus passengers

COMMUNITY OUTCOMES SUPPORTED:

- Reduced traffic congestion
- Improved accessibility to employment and retail centers
- Improved mobility for those with limited transportation options

PROGRAM MEASURES

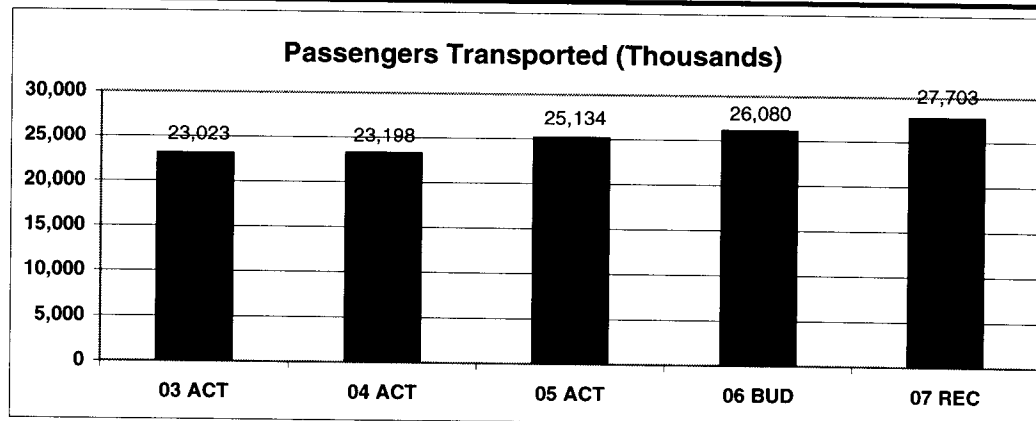
	FY03 ACTUAL	FY04 ACTUAL	FY05 ACTUAL	FY06 BUDGET	FY07 CE REC
Outcomes/Results:					
Passengers transported (000)	23,023	23,198	25,134	26,080	27,703
Accidents per 100,000 miles ^a	3.69	4.31	4.02	4.76	4.50
Percentage of the fleet alternatively fueled	7	16	16	30	32
Service Quality:					
Customer complaints per 100,000 passengers	10.8	10.6	12.6	13.0	11.0
Percentage on-time performance ^b	80.0	83.0	81.8	90	85
Efficiency:					
Cost per hour of service (\$)	59.22	65.99	69.20	69.70	73.74
Cost per passenger (\$)	2.39	2.68	2.74	2.71	2.87
Workload/Outputs:					
Hours of bus service (000)	929	942	995	1,013	1,079
Inputs:					
Expenditures - direct operating (\$000)	55,020	62,165	68,855	70,602	79,561
Workyears	528.6	549.4	562.8	567.3	592.4

Notes:
^aThe FY06 results include contracted service for the first time (which represents 23% of total Ride On service).

^bOn-time performance at any point is defined as arrival up to five minutes late or one minute early. An industry acceptable standard for on-time performance is 90 percent.

EXPLANATION:

Ridership is expected to increase to 27,703,000 by FY07, up 4.5 million (19%) from FY04. The first phase of Go Montgomery! service was added in FY04 and FY05. The FY06 increase represents the second phase of Go Montgomery!



PROGRAM PARTNERS IN SUPPORT OF OUTCOMES: Washington Metropolitan Area Transit Authority, Division of Fleet Management Services, Maryland State Department of Transportation.

MAJOR RELATED PLANS AND GUIDELINES: Transit Services' Strategic Transit Plan.